Industry/Government Partnerships to Develop Advanced Technologies for the Heavy Vehicle Industry of the Future

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The Strategic Plan of the DOE Office of Transportation Technologies (OTT) addresses the energy, economic, and environmental challenges in meeting the future demand for transportation goods and services, in order to achieve its vision that:

> ***Within the first decade of the twenty-first century, the United States will turn the corner in the growth of petroleum use for highway transportation.***

In particular, energy use of heavy vehicles (trucks and other commercial transport) is growing and at a faster rate than automobiles. By the year 2010, the contribution of trucks of all classes to the total highway transportation energy use is expected to be almost as much as that of automobiles. Hence, as an important component of OTT's strategy, the Office of Heavy Vehicle Technologies (OHVT) was created by the OTT organizational restructuring (made official in March 1996) to focus research and development on technologies that are critical to the needs of OTT customers in the U.S. heavy vehicle industry.

The goal and strategic activities of the Office of Heavy Vehicle Technologies will be presented as they have evolved in the course of formulating a customer-focused R&D program on advanced heavy vehicle technologies. Within the Federal role and the DOE mission, OHVT is collaborating with its industry customers in two areas: (a) crafting a common industry/government vision of the Heavy Vehicle Industry of the Future; and (b) developing industry/government partnerships for advanced technologies for the Heavy Vehicle Industry of the Future. In these partnerships, DOE R&D capabilities are brought to bear on problems of common national interest with OHVT's heavy vehicle customers.

Based on discussions with industry customers at an industry/government workshop held on April 17 and 18, 1996, the following goal has been drafted for an advanced heavy vehicle technologies R&D program:

> ***To develop by 2004, the enabling technologies needed to achieve fuel-flexibility, ultra-low emissions, and 10 mpg fuel efficiency in Class 7-8 trucks while simultaneously devolving these technologies down through mid-range (Class 3-6) to Class 1-2 trucks, achieving at least 35 percent mpg improvement over current gasoline-fueled trucks.***

As consensus between industry and government is established, this goal will be the basis for a multi-year national plan which will be called: **A Technology Roadmap, an R&D Agenda for the Heavy Vehicle Industry of the Future**.